GROUP 33

FRONT SUSPENSION

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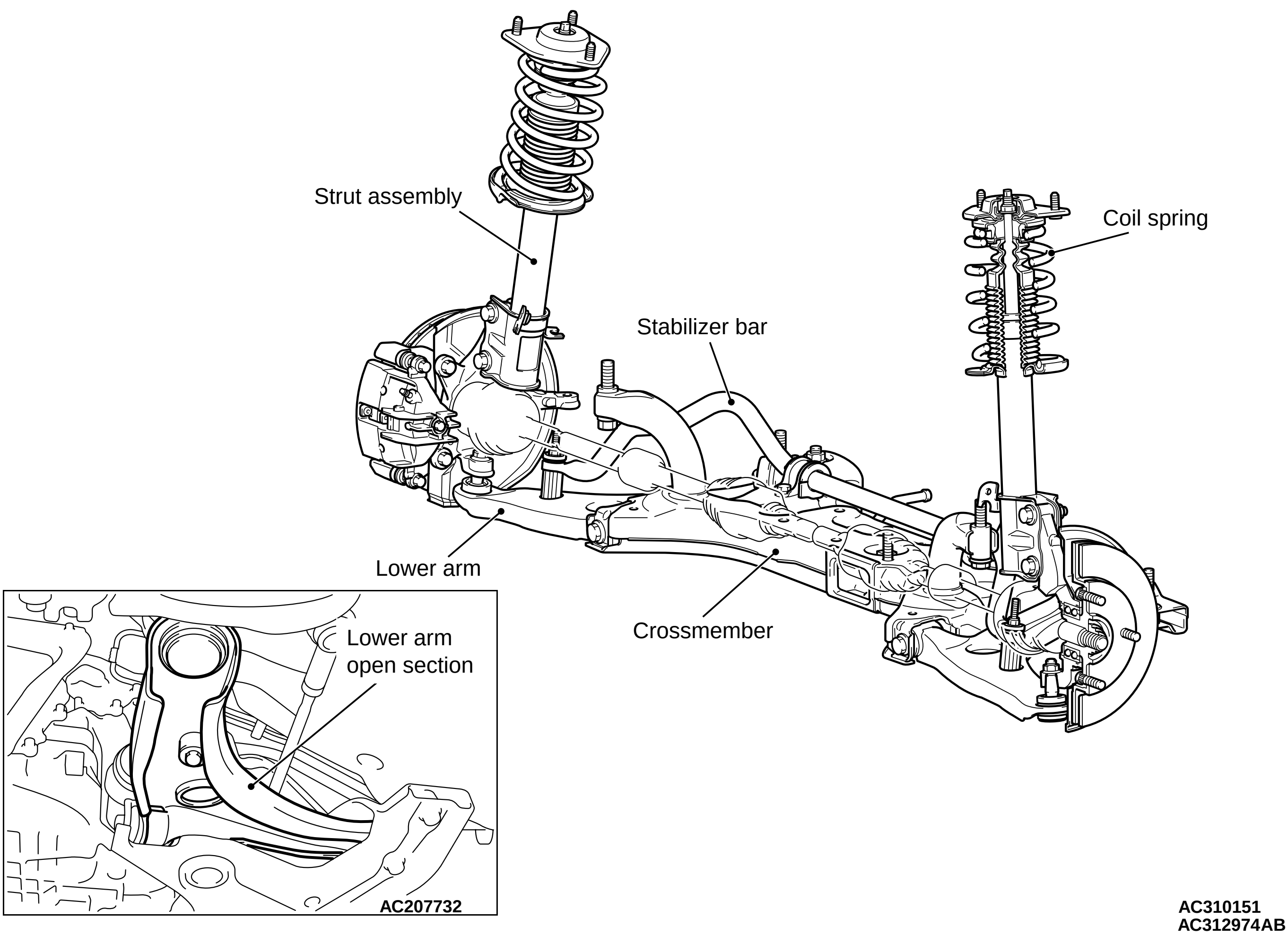
GENERAL INFORMATION

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McPherson strut suspension has been adopted.

- The steering gear box is installed in the lower position for better cornering performance.
- The roll centre and the kingpin axle are installed appropriately for better cornering performance.
- The long stroke engine is adopted for sufficient road holding quality.
- High-rigid and light-weight flat crossmember is adopted for sufficient suspension rigidity.
- The strut coil spring is installed appropriately for friction reduction and comfortable ride.
- The coil spring of high tension material is adopted for weight reduction.
- The open-section lower arm is adopted for weight reduction.
- For some countries, the high-ground suspension has been adopted.

CONSTRUCTION DIAGRAM



SPECIFICATIONS

SUSPENSION SYSTEM

Item	Specification
Suspension type	McPherson strut with coil springs

WHEEL ALIGNMENT

Item		Standard suspension	High-ground suspension
Camber		-0°30'	-0°15'
Caster		2°40'	2°30'
Kingpin inclination		13°20'	13°00'
Toe-in	At the centre of tyre tread (mm)	0	←
	Toe-angle (per wheel)	0°	←
Toe-out angle on turns (inner wheel when outer wheel at 20?)		21°21'	←

COIL SPRING

Item	Specifcation
Wire diameter (mm)	12
Average outside diameter (mm)	108
Free length (mm)	321